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No. 16,606. 號六零百六十六萬第 日三十二月六年三統宣 HONGKONG, TUESDAY, JULY 18TH, 1911. 二拜禮 號八十月七年一十百九千一英港香 PRICE, \$3 PER MONTH.

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[a1351]

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Hongkong 16th June, 1911 545

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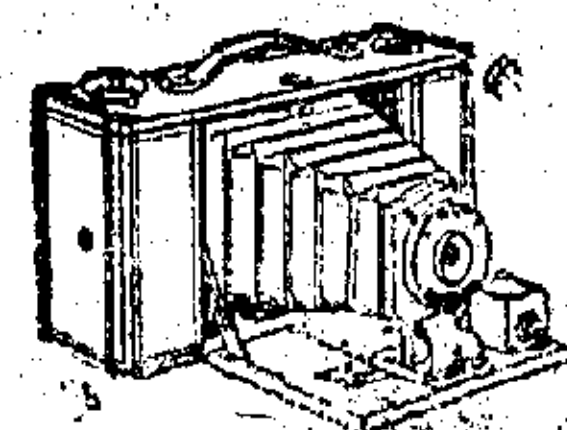


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[a31]

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Hongkong, 1st September, 1910. [a43]

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Hongkong, 4th December, 1907. [a32]

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MISS VIOLET BONNETTA.  
Electric Fans Throughout Theatre.

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Hongkong, 18th July, 1911. [a899]



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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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**The Daily Press.**

HONGKONG, JULY 18th, 1911.

THERE has been much talk during the past two years about the imperative necessity of China having an Army and Navy "worthy of her size and dignity" and evidence is not wanting that real progress is being made in this direction. At the present time China has under construction two training cruisers and another cruiser, two being built in England and one in America. Three destroyers have been ordered and a number of sea-going and river gunboats. It has also been reported that instructions were cabled London recently to engage a British Officer as Adviser to the Naval Department. The small squadrons which China already possesses have been reorganised to some extent, and it has apparently been decided to open a Naval College at Peking. When this is done it is proposed to close the existing Naval Schools at Canton, Foochow and Nanking, leaving only the school at Chefoo, which will become merely an elementary Naval School. Another Naval College and secondary school, as well as Mining, Gunnery and Torpedo Schools, and Naval Barracks will be provided in Niueed Sound. The expenditure already incurred in these developments is beginning to be a source of considerable uneasiness. It is a drain, says one native paper, which the country at this juncture can ill-afford to stand. Yet as the country progresses it is recognised that China must have much more elaborate

programmes than the little, unambitious scheme she is now carrying out, and this reflection has led a Chinese writer to point out how important it is that China should take measures at once to ensure that the ships she will need in the future shall be built in dockyards of her own. The writer reminds his readers that when China builds her own ships the money will not be wholly lost to the country. Wages, for instance, form a very heavy item in the expenditure column, and when these are paid to Chinese instead of foreign workmen the country will not feel the burden to the same extent, while at the same time they would be training up a body of engineers and skilled mechanics to render useful service to their country. Our Peking contemporary which elaborates this idea says that though at the beginning a good deal of the materials would still have to be imported, yet it is estimated by an agent of one of the best known firms in England that, even from the start, a net saving of twenty per cent. could be effected. We should gravely doubt the qualifications of an "expert" who made such a statement as this. We do not know whether Japan set up her dockyards and began building her warships with any notion of an immediate saving in cost of construction, but we have always understood that Japan has not found that ships can be built cheaper in her own yards than they can be built abroad; and China would be well advised to get rid of the delusion that she will not have to pay as dearly for her experience in ship construction as other beginners have had to do. China must walk in these matters before she begins to gallop. The Department is certainly acting for the best in placing orders for destroyers and gunboats with yards already existing on the China coast. Though all the important shipbuilding yards are foreign-owned they all depend on Chinese labour, and the Naval Department therefore in placing orders with such yards are helping the Chinese employees to gain the experience which will fit them for employment in China's naval dockyards when she is in a position to establish them. The proposal which our Peking contemporary urges the Naval Department to consider is whether an arrangement could not be made with a firm of the standing, say, of VICKERS or ARMSTRONGS to set up a shipbuilding plant on the coast of China. Until China is in a position to guarantee that the money will be forthcoming for a shipbuilding programme which would keep a large dockyard establishment fully employed it would be wasting time to discuss the subject. No doubt it will be on some such plan as this that China will eventually proceed; but for the present the suggestion appears to be one of purely academic interest.

The police have been notified that a thief stole from 46, Wu Hu Street, Kowloon, \$8 worth of clothing and \$17 in money.

An invitation has been extended to the Shanghai Cricket Club by the officers of the British Navy to send up a cricket team to Weihsaiwei during the summer.

Leave of absence, on private affairs, to the neighbouring countries, has been granted to Lieut. C. A. N. Hume-Spry, R.G.A., from 1st August to 30th September, 1911.

The plague return for last week showed 19 cases and 16 deaths. Yesterday four cases were reported, bringing the total for the year up to 213. Two cases of cholera were notified last week. One proved fatal.

The fourth meeting of the Hongkong Gymkhana Club will be held at Happy Valley on Saturday afternoon, August 19th. There are, as usual, six events on the programme, for which entries close on August 9th.

The local strike of shipbuilders is practically at an end. The employees of six out of the fourteen yards have returned to work, while in the other instances the strikers have no work to go to, the employers having imported men from Canton.

On the 13th instant the master of a goldsmith's shop in Queen's Road Central sent a foki with a piece of gold valued \$40 to another shop to get it made into jewellery. The gold was not delivered, and the foki has not since been seen.

Mr. C. Laey Goodrich, has been appointed general Oriental agent of the San Francisco Seaside Route, with headquarters at 17, Water Street, Yokohama, Japan. The San Francisco Seaside Route is that of the Toyo Kisen Kaisha and the Western Pacific Railway, Denver and Rio Grand Railroad.

The return of visitors to the City Hall Library and Museum for the week ending the 16th July shows that of non-Chinese there were 413 to the Library and 180 to the Museum, and of Chinese 175 to the former and 2417 to the latter. The Library was, therefore, visited by 588 persons and the Museum by 2,597.

Sergeant-Major J. Cutler, R.G.A., wife and three children, arrived in the command by the P. & O. s.s. *Nore* on 14th instant, and are taken on the strength of the command accordingly.

Interest in the Hippodrome Circus at Causeway Bay will be increased this week by the middleweight boxing competition which is being arranged. Entries for this class on the 19th instant; the preliminaries will be fought on the 20th, the semi-finals on the 21st, and the final will take place on Saturday, 22nd inst.

The *New York Tribune* says—Miss Yu Jung Chang, grand-niece of Li-Hung Chang, was to get on June 14th the degree of Bachelor of Arts from Wells College, Aurora, N. Y. Miss Chang is nineteen years old, and has completed her college course in four and one-half years, the first half-year being spent in taking some preparatory work, and in perfecting herself in English, though she had a slight knowledge of the language before coming to this country. After her graduation she will go to New York to study social work, and in November she will return to her home in Shanghai to work among her own people.

A Paris paper publishes the last letter written to his wife by Dr. Mesny, the French physician, who died at his post in the plague hospital in Manchuria, from which we have the following: "Ma femme chérie et adorée, When you receive this letter I shall be no more, and shall have gone to await thee. I was seized at seven o'clock in the morning, but I kept at my duties until the afternoon. My little daughter, you were right, papa is going to die. My aff airs are simple. I then follow some directions as to the doctor's estate. Think of me. Love me, as I love you. Minette, adored one, dear children, friends, au revoir. Later I shall meet you. It is useless for you to come out here to visit my grave. You might take the mummy also, and the children would be left alone. My Minette, do not come at any price. And the dying doctor adds: "Embrasse les minets chers. Je vous adore. Priez pour moi."

## MR. SHELTON HOOPER'S PERTINENT QUERIES.

At the meeting of the Sanitary Board this afternoon Mr. Shelton Hooper pursuant to notice will ask:—  
(1) Can you inform the Board why the words "and at page 480 of the Regulations of Hongkong, 1910," in the repealing clause of the new Sanitation and Conservancy By-laws, which words were by special resolution of the Board deleted from the draft By-laws submitted, have been re-inserted?  
(2) By whose authority were they re-inserted?  
(3) If you were aware of the Legislative Council, did you inform the Government that the Board did not wish these words inserted?  
(4) Is it correct as stated in the Government Gazette of July 7th that the words in the repealing clause referred to in question No. 1 were passed by the Sanitary Board?  
(5) If not, will you acquaint the Government with the error?

## TYPHOON WARNINGS.

The following warnings were received from the Manila Observatory at 10 a.m. yesterday:—  
Cyclone or Typhoon near or over Formosa moving N.N.E. or N.E.

Cyclone or Typhoon near or over the Western Carolines, direction unknown.

A message from Manila received at 4 p.m. read:—Cyclone or Typhoon near or over the northern part of Formosa Channel moving N. or N.N.E.

## AMUSING INCIDENT AT A BANQUET.

An amusing incident happened when General Botha rose to reply to the toast of "Our Guests" at the luncheon given at the Eighty Club to the overseas Premiers. When he had spoken his introductory words in Dutch the interpreter (a lady) who was by his side, proceeded to translate his speech. The toastmaster, apparently thinking that this was another suffragist interloper, caught the interpreter by the shoulder and was about to remove her from the room, amid the general laughter of the company, when Mr. Lloyd George explained the real position to him, and, after an apology from the toastmaster General Botha continued his speech.

## SIR JAMES BARR ON A "NEW ERA."

Sir James Barr, the well-known Liverpool physician, addressing the congress of the Canadian Medical Association, said that the dawn of a new era in the medical world was breaking forth, and under the system of prevention of disease there should be little future need of surgical interference.

Canada should see that it was peopled by a vigorous and intellectual race. It should shut out degenerate foreigners as it would exclude a mad dog.

"I advise you," said Sir James, "not to allow the mentally deficient to produce children. The sooner you begin a selective process the sooner will you attain a perfect race."

## ONE OF US.

JUNE 22, 1911.

Because 'e wears a crown on 'is 'ead and I wears a killy-cock 'at, I'm not such a grouser, nor yet such a fool, as to worry meself for that. I'm kind o' enjoying the flags and cheers, and all the feathers and fuss. For George the Fifth is a man and a King and jolly well one of us.

'E's soon the world, and 'e knows the world, afore, you can bet, an' adios. Though the 'eight o' my ambition is a trip on a Margit boat. 'E's a very fine shot, and a very good sport—and all that sort o' thing; Gaud bless 'im—become 'e is one of us—although 'e is George the King. V. D. *The Globe.*

## SUPREME COURT.

Monday, July 17th.

IN APPELLATE JURISDICTION.  
[BEFORE THE FULL COURT.]

A QUESTION OF CONTRIBUTION.  
Their Lordships the Chief Justice (Sir T. Piggott) and the Puisne Judges (Mr. H. H. J. Gompertz) sat to hear an appeal in the action brought by Li Po Hung against the Yik Lung Bank, Li Ling Shi, Li Po Lun, Li Po Lung and Li Po Yang to recover from the Bank \$82,212.40 and interest, being \$30,541.13 paid by the plaintiff to the Imperial Bank of China, and balance thereof expended in incurred by plaintiff in raising the said amount on mortgage as security for the Yik Lung Bank under a contract dated May 20th, 1904, whereby plaintiff and the other four defendants and Li Po Chuen, who is a minor, guaranteed the repayment to the Imperial Bank of China of all sums to the extent of \$150,000 as might be required or become due to the said Bank from the Yik Lung Bank. Plaintiff claimed against the remaining four defendants as joint sureties with the plaintiff under the contract for contribution in respect of the sum of \$82,212.49 paid by the plaintiff, and interest thereon. Plaintiff also claimed interest at the rate of eight dollars per cent. per annum. Judgment was delivered on March 3rd in favour of defendants, and the plaintiffs appealed that that judgment be reversed and asked that it be adjudged that the plaintiff recover costs from the respondents.

Hon. Mr. C. G. Alabaster, instructed by Mr. C. E. Seavus, of Messrs. Wilkinson & Grist, appeared for the plaintiff, and Mr. Eldon Potter, instructed by Mr. H. H. of Messrs. Bratton & Hott, appeared for defendants.  
Mr. Alabaster stated that the plaintiff's claim was for a contribution under a letter of guarantee dated 23rd May, 1904, which all the defendants signed and under which plaintiff had been called upon to pay. Subsequent to the 20th May, there was some sort of written agreement entered into between the parties on 11th January, but that agreement was not carried out, a verbal agreement being entered into the same day as the written one. Proceeding to relate the facts, Mr. Alabaster stated that the female defendant was a concubine and ex-wife of a man named Li Sing, who died in 1900. He left six sons, the eldest of whom was Li Pak, who might be described as the villain of the piece. The fifth son was Li Po Hung, the plaintiff. Counsel then referred to the Judge's notes.

## AT THE MAGISTRACY.

Mr. Wood yesterday fined five Chinese fishermen \$5 apiece for trespassing on Stonecutters' Island.

Mr. Hazland yesterday sentenced a Chinese to one month's imprisonment with hard labour for being found on No. 6, Sampson Street with intent to commit a felony. A similar sentence was imposed on a man who was arrested in a Japanese store at 203, Queen's Road East on a like charge.

The effrontery of the Chinese thief passes all understanding. That he does not weigh probability was made manifest in a case which was heard by Mr. Hazland yesterday. While a laundryman was asleep on the hillside a coolie endeavoured to relieve him of his trousers, and had almost taken them off when the sleeper awoke and seized him. His Worship sentenced the defendant to one month's imprisonment with hard labour.

A native was charged before Mr. Hazland with snatching a handbag from a Chinese lady near the Samson's Institute, Praya East, on Saturday night. When he secured the handbag the thief rushed through Grosson Street into Queen's Road, and was there arrested by two gaoi guards. His Worship sentenced the defendant to three months' imprisonment with hard labour, four hours' stocks and two whippings of twelve strokes each.

A Chinese orator was charged before Mr. Wood yesterday with behaving in a disorderly manner at Yaumati. The defendant was haranguing a mob when Luns-Sergeant Ingham approached and ordered him to "move on." The orator was slow to obey, and the policeman prompt to do his duty. When the latter was physically enforcing his order the defendant called on the mob to stone him. The mob responded, but were eventually dispersed, and yesterday the defendant was sentenced to seven days' imprisonment.

On Saturday night Inspector Gourlay and a posse of police raided No. 9, Tai Ning Street, Wongkoktsui, where a number of Chinese were found smoking opium. One of the defendants was charged before Mr. Wood yesterday with being the keeper of an opium den, and 25 others were charged with smoking therein. Mr. Lewis (of Messrs. Johnson, Stokes & Master) represented the first defendant. The case was remanded until Wednesday afternoon, the first defendant being allowed bail in the sum of \$250, and each of the others in the sum of \$5.

Excise officers made a seizure of 950 tools of loose opium on the German steamer *Petahaburi* last week-end, the drug being found concealed in the hold. Following the seizure the crew were mustered on deck, and after investigation the boatsteward was accused of being the owner of the opium. He denied ownership, and stated that it belonged to the lamp trimmer, who was not present at the muster. Subsequently, he was found concealed in one of the lifeboats, and was charged before Mr. Wood yesterday with being in possession of the opium. After hearing witnesses his Worship decided that the evidence was not sufficient to convict, and discharged the defendant.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## A TURKISH COLUMN AMBUSHED.

London, July 17th.

A Turkish column under Edem Pasha has been ambushed by Missulman Albanians between Ipsik and Dptkova.

Edem Pasha was wounded and the Turks lost 200 in killed and wounded.

## LORD ESHER.

London, July 17th.

Lord Esher, who recently underwent an operation for appendicitis, is making good progress.

## PRINCE LEOPOLD THROWN FROM HIS HORSE.

London, July 16th.

Prince Leopold of Battenberg, while camping with the Territorials at Lulworth in Dorsetshire, met with an accident. His horse bolted and he was thrown to the ground, being badly cut about the head and arms. His condition is not dangerous and he is progressing favourably.

## ANGLO-JAPANESE ALLIANCE.

GERMAN PRESS OPINIONS.

London, July 17th.

The opinion of the Japanese newspapers regarding the Alliance has not yet been received.

The *Berliner Tageblatt* compliments the British on their diplomacy and extreme cleverness in solving the problem of the removal of the Alliance, which had become practically worthless.

The *Vossische Zeitung* states that friendship remains, but the obligation to render help has been pierced through and through. The *Tages Zeitung* says that the revised Treaty is a most important political success for America, which is on the way to become a second centre in the mighty British state system.

## AUSTRALIAN AND CANADIAN OPINION.

London, July 17th.

The new Treaty has given great satisfaction in Australia.

Mr. Hughes, the Acting Federal Premier, in an interview, declared that Australians might congratulate themselves on the removal of the Treaty which gave Australia ten years instead of four to prepare for defence against imminent danger.

Canadian opinion is generally favourable. The practical exclusion of the United States from the operation of the Treaty is regarded as removing for Canadians the only serious objection to the alliance.

## MOTOR DISASTER IN ENGLAND.

London, July 17th.

Sir George Reid, High Commissioner of the Commonwealth, was motoring with his son and daughter at Broadstairs when the car collided with another and dashed into a tram standard and was demolished. Sir George and his son were severely shaken, but the daughter was seriously injured. They have all been taken to hospital.

LATER.

Sir George Reid's arms are broken, but all are progressing favourably.

## MOROCCAN AFFAIRS.

London, July 17th.

The *Berlin Koelnische Zeitung* in an inspired article depreciates the German newspapers taking it for granted that the only possible solution of the Moroccan difficulty is Germany seeking compensation in Agadir. It says that the essential thing is indemnification; the locality thereof is non-essential so long as a genuine equivalent is received.

The other papers regard the *Koelnische Zeitung's* article with disquietude, and declare that Germany cannot sell her vital interest in Morocco for a few pieces of silver.

[THROUGH REUTER'S AGENCY.]

## BRITISH CONSTITUTIONAL CRISIS.

London, July 17th.

The papers are full of all sorts of contradictory speculations as to the course the Constitutional crisis will take. One theory is that whilst the Unionist leaders are prepared to surrender the eighty Tory Peers pledged to resist to the end and force the creation of Peers, the other is that the Peers pledged to resist to the end will themselves force the creation of Peers. Another theory is that the Peers will use the Wensleydale precedent to declare the new peerages invalid.

The *Times* states that the Government is embarrassed by the discontent among the Liberal peers who object to the creation of viscounties which are desired by many prospective peers and demand that only baronies shall be created, themselves being promoted to viscounties.

## SABOTAGE IN FRANCE.

London, July 17th.

The French Government have offered a reward of 5,000 francs for the detection of the wreckers who attempted the destruction of the express train on the 1st July. The Government is forming a special detective force to deal with sabotage on railways, of which 2,936 cases have occurred since October.

## OXFORD LOCAL EXAMINATIONS.

A RECORD NUMBER OF CANDIDATES IN HONGKONG.

The Oxford Local Examinations are now being held at Queen's College. The examination commenced yesterday and continues daily to the 21st inst. It is gratifying to learn that there is a record number of candidates this year in Hongkong. The following are the entries for the past 10 years:—

Candidates in 1902	Candidates in 1911
81	364 and 1 "Higher Local"
90	
93	
101	
102	
105	
107	
113	
141	
200	

## PROPOSED RAILWAY MEDICAL COMMISSION IN MANCHURIA.

Dr. G. W. Gray has submitted to the railway authorities in Manchuria the following proposal:—

"I suggest that a joint sanitary board be formed consisting of two medical representatives from each railway, that is to say, the Russian, Japanese and Chinese Companies whose sole business would be concerned with the Permanent Sanitary Defence of the Railways of Manchuria. As an alternative until it could be seen how the scheme worked it would be possible to appoint for a year a Railway Medical Commission which, if successful, could be made permanent. Such a Board of Commission need not deal in any way with enforcement of the Company on the property of another. It would be only concerned with arrangements as to the working of a united system of quarantine for the mutual benefit of the Companies involved. This would mainly lie in the direction of such measures as:—

- Prompt notification of any outbreak of infectious disease, so that the other two Companies would receive the earliest possible warning.
- The interdicting of contaminated coolies and others.
- The passing along of gangs of coolies set free from quarantine.
- The regulation on an organized plan of the 200,000 coolies who annually come North and return South.
- The supervision of immigrant colonists, Hunan refugees etc., while they are in the Railway Area.
- Agreement generally as to what articles of trade are to be allowed or prohibited for carriage by rail.
- The supervision of accommodation on routes.

"It may be said that coolies can pass along the road and enter at a point beyond a quarantine station, but this could not occur to any great extent, as the Railway authorities generally know from which localities these people come, and could refuse to take them as passengers in addition to notifying the Board.

"Moreover, the spread of infection by road is of much less danger than by rail, as it is slower and more difficult where long distances are involved, such as a journey South through Manchuria.

"In these places where Lazarets (Quarantine stations) of a more or less permanent nature are already built, they need not necessarily be pulled down, but could be adapted so as to come into line with the other stations which are not yet built.

"Station masters en route would be able to report to the Sanitary Board for its information the occurrence of any suspicious cases in the neighbourhood of their stations. The company under whose jurisdiction the cases might occur would deal with them in the usual way by its own medical staff. It would be only in the question of spread along the line that the International Sanitary Board would concern itself.

"A scheme on similar lines has been found to work well in practice on the Heilung Railway in the near East, under an International Sanitary Control, and whether this proposal that I lay before you be accepted or not by the three Powers concerned, there can be little doubt but that it is highly advisable."











## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE following Cargo is lying unclaimed in Kowloon Godown at Consignees' risk and expense.

Interested parties are requested to send their Bills of Lading for countersignature to the undersigned and take delivery—  
Ex s.s. "SICILIA" arrived 9th April, 1911.  
III. Blue 45 pieces Angie from, from Antwerp do. 7 Bundles " " " " " "  
Ex s.s. "DELHI" arrived 25th May, 1911.  
Slings Peak Hotel, 1 case Rifles, from Bombay.  
Ex s.s. "NUBIA" arrived 3rd June, 1911.  
C.P.C. 8 cases Wine, from London.  
Ex s.s. "SIMLA" arrived 11th June, 1911.

D B 10/21 12 cases Confectionery, from London.

E. A. HEWETT,  
Superintendent,  
P. & O. S. N. Co.  
Hongkong, 13th July, 1911.

AMERICAN AND MANCHURIAN LINE.  
NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

## THE Steamship

"KATUNA,"  
Captain A. Lee, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 19th inst., at 10 A.M. All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.  
Hongkong, 13th July, 1911.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ SIGISMUND,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th July will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 20th July, at 9.30 A.M. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 13th July, 1911.

## FROM EUROPE.

## THE H.A.L. Steamship

"SILESIA,"  
Captain Reuss, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 20th inst. at 9.30 A.M. No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:  
Ex s.s. "P. ringal" from Setabal.  
Ex s.s. "Portu al" from Oporto  
Ex s.s. "Erna" from Skien.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 15th July, 1911.

## 報新外中港香

CHUNG NGOI SAN P O  
(Chinese Daily Press),  
PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

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Documents translated from or into Classical or Colloquial Chinese.

## MALNUTRITION IN CHILDREN.

## A GRAVE CONDITION READILY REMEDIED.

That great physician, Sir William Broadbent, once declared that "for one child that dies, the constitutions of half a dozen are ruined by the same conditions which caused the death of the infant."

These words cannot fail to impress every father and mother, especially when they notice that their children are not making that progress which the little ones ought. Unfortunately, this lack of progress is only too common among the children who are born in China. The result is that their parents are always anxious to send them home to England at the first possible opportunity.

These children always present a typical appearance, with their pale complexions and languid movements, for they exhibit none of that energy, or desire to play which should characterize every normal youngster, and they have none of the bright look in the eye or vigorous, alert mentality, ever seeking for information, which are so characteristic of healthy childhood.

Many of these children as they grow either gain in weight very slowly or do not gain at all. The result is that they get less and less well nourished as days pass, until they become seriously ill, and fears are entertained lest they may fall into what is commonly called "a decline."

The complaint from which these children suffer is often obscure in its origin, but it is due to something which interferes with the nutritive function in obvious at the first glance.

## HOW TO RESTORE NUTRITION.

Happily, science has, in recent years, discovered a preparation which has no potent an effect in the cases that it might almost seem as if it worked by magic. It consists of the body-building material of pure milk, chemically combined with glycerophosphate of soda, a salt which enters largely into the composition of the brain, spinal cord, and nerves.

These two highly valuable nutritive substances reinforce each other's action both on the nervous and physical side of the body, while they also bring about a rapid and remarkable improvement in the blood, increasing the number of the red blood corpuscles and their quality in a manner which is little short of extraordinary.

As the result of these varied actions, there is a great stimulative upheaval of all the body's natural functions. The evidence of this is, immediately, seen in many directions. Thus, the digestion rapidly improves, the appetite becomes keen and strong, the powers of assimilation are increased, and very soon the bones which were plainly visible all over the body are hidden by firm muscles and healthy fat, while the eyes brighten, the lips reddens, the face becomes rosy, and the child resumes the normal activities of healthy, vigorous, mental and physical life, and sleeps well and restfully.

Such children can successfully combat the disabilities inevitable to the tropical climate, and provided ordinary precautions are taken may remain with their parents without detriment to their health, and without the necessity of a separation which is an inevitable source of sorrow to all concerned.

## PROOF OF A WONDERFUL CHANGE.

The preparation which works these wonders is Sanatogen. Every doctor knows its remarkable power to bring about the nutritive changes mentioned, for they occur in adults who suffer from the evil effects of malnutrition just as they do in children, and many cases have been reported in the medical journals. From the "Medical Press and Circular" the following remarkable instance, which may be regarded as typical, is quoted: "A girl, aged three, had always been delicate and nervous; could not walk far on account of pain in her knees. Her height was 37½ inches and her weight 32½ lbs. Fifteen months before this time it had been 32 inches and 27½ lbs. Although no organic or constitutional disease could be found, yet the almost stationary weight was a very suspicious point. The ordinary healthy child of her age should clearly have gained many pounds in the course of these fifteen months. She was ordered Sanatogen, one teaspoonful twice daily, and at once began to put on weight at an average of half a pound weekly. The error of nutrition, in this instance of obscure origin, appears to have been effectively remedied by simple dietetic treatment."

Similar treatment will invariably produce a similar result, so that parents whose little ones are backward in growth or who do not develop with sufficient rapidity have thus a certain safe and pleasant method at hand to start their children on the path of vigorous, healthy, normal growth and keep them there. They have only to give Sanatogen and they will see immediate unfolding of the latent possibilities of body and brain, which cannot fail to gratify their love and pride in the highest degree.

An exceedingly interesting pamphlet, "How to keep well in Tropical Climates," which contains further information on this subject, and on others of vital importance to all residents in China, will be sent, free, to all mentioning the "HONGKONG DAILY PRESS" on application to Messrs. A. S. WATSON & Co., Hongkong, from whom also Sanatogen can be purchased. Sanatogen may be obtained of all Chemists [105-355]

## AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

## THORNE'S

OLD VAT  
No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831.

## SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA &amp; MANILA.

A. S. WATSON &amp; Co., LTD.

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stores:—

KOWLOON BOOK STALL, Ferry Wharf

Messrs. H. RUTTONJEE & SONS, Kowloon Store, No. 36, Haiphong Road.

Messrs. HUNG CHEONG, Haiphong Road

Mr. AH YAU, Hongkong Stall, Ferry Wharf

## THE LOVE OF LITIGATION IN INDIA.

## A CAT THAT COST MILLIONS.

The spirit of litigation in some cases is in the blood and it will out. In India, the passion for law suits amounts to a mania, witness the crowded Courts. Numerous instances are known where law suits have arisen out of the most trifling cause. Considerable sums of money have been spent by each litigant party to humiliate the other.

In a case, the details of which are common property in the Gazette, the litigants spent a fortune over a cat. It was an ordinary common or garden cat. It belonged to a wealthy Mohammedan in Suat. Otherwise an inoffensive cat, it had a habit of spending the night on the tiles. Sometimes it even entered the neighbouring Parsa houses. As everyone knows, to Parsa a cat is an abomination. It is an irrevocable fact that the most beautiful cat should come from the land of the Parsa who regard all cats with horror. When the Nawab's cat commenced prowling in Parsa houses there were first of all mild protests from the Parsa and the Nawab was requested to look after his cat. But the Nawab was rather an indolent being, after the manner of his kind in those days. The cat wandered at will as usual. The inviolable Parsa neighbours of the Nawab one night caught a puss comfortably curled up in his house near the fireplace. Parsa orthodoxy was up in arms against the prospective sacrilege and the cat was out of the window in a twinkling. Another protest was lodged with the Nawab the next day and he was warned that his cat stood in danger of her life. But when the Nawab saw his puss making away, a Parsa in the garden, he called to a sense of security. He sent back a touch-me-not description of message to his Parsa neighbour.

The cat, strange to say, developed a passion for wandering about at night in the Parsa's house. Every night she was flung out of the house, but the succeeding one found her again in the Parsa's kitchen. One night the Parsa neighbour of the Nawab, who had by this time exhausted his fund of patience, caught the cat, put her in a bag, and flung her out of the top-most story into the Nawab's garden. The Nawab's gatekeeper heard a thud, and discovered the cat in the bag. In a moment, the cat was out of the bag, and the Nawab was duly informed of his neighbour's doings. The Nawab threatened his neighbour with extinction, while the latter paid back the compliment with compound interest. A feud had commenced in right earnest.

Shortly after the cat disappeared. Suspicion naturally fell upon the Parsa. Servants' gossip had it that the cat had been drowned in the Tapti. The story reached the Nawab's ears, and he gave it out to his retainers that there was war to the knife between the Parsa and the Nawab. The next day, a battle royal took place between the servants of the two houses. A minor lawsuit was commenced in the Police Court. Next, the Nawab discovered that his neighbour was using a portion of land as a public way which was the Nawab's property. A lawsuit was set going in the Civil Court. The Parsa found that the Nawab's garden encroached upon his land; he lodged a complaint against the Nawab. At night, the servant on either side amused themselves by throwing stones at each other. All the windows in the Nawab's and his neighbour's house were shattered to pieces, and the number of cases in the Court grew in volume. Six years the feud lasted. At last, the Nawab had to give some property of considerable value across the river to carry on litigation and his Parsa neighbour, also lost a large sum of money.

One night, the Nawab was awakened by a noise in his bed-room. He sat up, rubbed his eyes and saw two points of light in the darkened room. He called for a servant, and when the candles were lit, there in a corner was seen a cat, a thin, miserable specimen of a cat. It was the cat come home from her wandering.

## A LAND CASE.

In another case in Benares, where one would expect lawyers to cease from troubling, a square piece of land had no less than 1,000 lakhs of rupees spent on it in litigation. The land was a public way which was the Nawab's property. A lawsuit was set going in the Civil Court. The Parsa found that the Nawab's garden encroached upon his land; he lodged a complaint against the Nawab. At night, the servant on either side amused themselves by throwing stones at each other. All the windows in the Nawab's and his neighbour's house were shattered to pieces, and the number of cases in the Court grew in volume. Six years the feud lasted. At last, the Nawab had to give some property of considerable value across the river to carry on litigation and his Parsa neighbour, also lost a large sum of money.

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## NOTED MANGO TREE CASE.

A simple mango tree which insisted on spreading out, and occupying territory abutting on the property of two wealthy East Bengal Hindus, has cost over 50,000 rupees in litigation, about a dozen lives, and twenty years of family feuds, in which the bitterest fights occurred, and quarrels were decided by the smallest Court in India. The suit was finally decided in the Court of Appeal up to the Privy Council. In the end, the Hindu won his case, but he was not allowed to build on the land. A dais was raised on the spot, where until recently a money changer used to do business. The place is known as the "Nine lakh dais."

This was done, and he asked the two landowners to jointly feed the tree to him, in return for many favours he had rendered both of them. This was finally done, and he has caused a large cement circular wall to be erected about the tree, to which he has acquired full title and possession.

Thus ended a long and bitter quarrel, that has not only been expensive and fatal, but has kept a community in a constant state of hostility for many years, all over a lone mango tree that was planted by nature across the lines marked by man for possession. Any one travelling in Eastern Bengal can easily hear the story and wish the cause of the feud, if sufficiently interested in the case.

The gentleman whose strategy saved the situation desires that his name should remain unknown. —The Englishman (Calcutta).

## THE EMPEROR WILLIAM AT HAMBURG.

HANSA TRADITIONS AND THE EMPIRE.

Berlin, June 21.  
The Emperor William has returned to his custom—broken through last year by illness—of paying a visit of several days' duration to Hamburg on the way to Kiel Regatta, and, as on previous occasions, his Majesty has delivered a speech. On Sunday the Emperor attended the Hamburg races. Yesterday he took part in the North-German Yacht Club's Regatta on the Lower Elbe, and with his yacht Meteor won the chief prize, the cup presented by the City of Hamburg. Last night the Emperor dined on board the Hamburg-American liner Amerika. In proposing the Emperor's health the Burgomaster of Hamburg, Dr. Burchard, spoke of the "happy political present of Germany, which they could enjoy all the better when they thought of the many shadows of the distant past, and discussed the marvellous development of German shipping, especially at Hamburg, since the foundation of the Empire.

"THE HAMMER OF GOD."

The Emperor replied, and after a few introductory sentences, said:—

In words full of feeling you have given us a sketch of what was once upon a time and of what is now. The once upon a time and of what is now. If a nation is to be spared on to do things and is to develop as our Fatherland has developed in the last 50 years, the hammer of God is necessary to get rid of the slugs and to forge the block of steel. The block of steel was formed, and 40 years ago proved its firmness. If in the 40 years since the great time which re-tooled to us the Kaiserium the development of Hamburg, for its part, has made this enormous progress, and if in reality, as your Magnificence was good enough to say, it has been granted to me to be able to be of use to you, and especially to the Hamburg and other German shipping lines, the establishment of this fact gives me great pleasure.

I have, however, been but a link in history (Ich habe nur historisch geshandelt), for when I came to the Th one I said to myself that the tasks which the Hansa once tried to accomplish because there was no strong Empire behind it and the Empire's protection and executive power were lacking, must now again fall upon the shoulders of the new-grown German Empire. It was, in fact, simply the responsibilities of old traditions which had to be taken up and in every sphere of activity what had been lost during the prolonged period of difficulty had to be conquered and won back inch by inch.

## COMMERCIAL DEVELOPMENT AND THE NAVY.

But, above all, the development of trade and shipping could assume these great proportions only if behind the development stood the defensive forces of the Empire—above all, a well-respected German Navy. My hopes have been fulfilled. Not only have the old Hansatic tasks been taken up again, but the men have been found who could accomplish them. From my very being, gentlemen, I thank you for that by your activity in thinking and in doing—here is the leader of the Hamburg-American Line with us to-day [Herr Ballin] as a model of all this—you have through these years served our Fatherland so marvellously and brought it to the position which we now occupy before the world. It was only because of the long peace and the restoration of the German Empire peace was assured, and with God's will peace will remain assured.

Remarking that peace promoted the prosperity, not only of trade and of shipping, but also of sport, the Emperor proceeded to speak of the events of the week, of his enjoyment of the Hamburg festivities, and of his victory at the regatta. He read telegrams from London reporting the latest victories of German officers at Olympia, and concluded with some special compliments to Herr Ballin, who celebrated recently the 25th anniversary of the commencement of his activities as head of the Hamburg-American Line.

## THE WIEL WEEK.

The Emperor arrived this morning at Kiel in the Hohenzollern, which was saluted by the whole High Sea Fleet, now assembled in Kiel Harbour, and by the American squadron—the battleships Louisiana, Iowa, and Wisconsin, the cruisers Albatross, and Raleigh, and the torpedo boats. The Emperor's visit to Kiel, which is warmly welcomed in the Press, is being made a leading feature of the Kiel Regatta week. —The Times.

## THE CHINA MERCHANTS' STEAM NAVIGATION COMPANY.

## PROPOSED NATIONALISATION OF.

The Minister of Posts and Communications, H. B. Sheng Kung-pao, who has long entertained the idea of nationalising the China Merchants' Steam Navigation Company, now proposes to do it by first taking over the fleet of that Company with two million taels advanced by the Ministry of Posts and Communications. These vessels which are still seaworthy, are to be paid for at suitable prices on a valuation, and these of an obsolete type at half of the assessed prices. Holders in the Company will be at liberty to exchange their shares for official shares entitling them to the same rights and dividends as the Government if they desire to do so.

## MARTIN'S

## APIOL STEEL

## PILLS

A French of London always keeps a box of Martin's APIOL STEEL PILLS in his pocket. It is a small, handy, and easily carried remedy for the most common ailments of the system. It is a French of London always keeps a box of Martin's APIOL STEEL PILLS in his pocket. It is a small, handy, and easily carried remedy for the most common ailments of the system.

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Torch Dance.

Nell Gwyn Dance.

Nell Gwyn Country Dance.

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Sincerity.

The Treador.

Star of Era.

You are my Girl-ski.

There are Nice Girls Everywhere.

Jean from Aberdeen.

John.

Willie's Woodbine.

Save a little one for me.

She Sells Sea Shells.

Put me on an Island.

I do like to be beside the seaside.

I've found Kelly.

When you're married, Girls.

I'd rather be beside the fire-side.

Down came the Blind.

Let me have a look at it.

I know of Two Bright Eyes.

Three Fishers went Sailing.

I'll sing thee Songs of Araby.

Nirvana.

Hurrah for the Highlands.

Scotland Yet.

The Whispering of the Flowers.

Eton Boating Song.

## ROBINSONS.

1734

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S  
No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

## "LOOK ALIVE!"

Is one of the many casual every day inflections which lurks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top; in society it is the active, graceful, agreeable person who is most successful; in the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore look alive! If you are suffering from anything which robs you of your healthy alertness attend to the trouble at once and don't rest until a cure is effected. If you suspect that dyspepsia or disordered state of the stomach, liver or bowels, is sapping your vitality, it is certain that without delay, you should

## TAKE

## BEECHAM'S PILLS.

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Makes Mineral Water instantly at 90 cents a dozen Syphons. Anyone can do it. Failure is impossible. And you can save 50 per cent. by making your own Mineral Waters at home with the

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[386]

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[533-5]

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

**BRITISH**  
Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Comdr. A. Lowndes, Weihaiwei.  
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Weihaiwei.  
Atlas, admiralty tug, 615 tons, 1,400 h.p., Master S. West, Hongkong.  
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Shanghai.  
Brimstone, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Shanghai.  
Cadmus, British sloop, 1,070 tons, 1,400 h.p., J. A. Comdr. H. Lynes, Shanghai.  
Cherub, water tank and tug, 390 tons, 1,400 h.p., Master W. Smith, Hongkong.  
Clio, British sloop, 1,070 tons, 1,400 h.p., Comdr. H. R. Vane, Shanghai.  
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Monroe, Weihaiwei.  
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Weihaiwei.  
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkong.  
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.  
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. M. B. R. Blackwood, Weihaiwei.  
Kent, armoured cruiser, 9,800 tons, 14 guns, 11,000 h.p., Capt. St. J. Farquhar, en route to Weihaiwei.  
Kirara, river gunboat, 616 tons, 1,200 h.p., Lieut. Comdr. T. J. S. Lynes, Yangtze.  
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. B. O. M. Davy, Sandakan.  
Mitsur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Wintle, K.C.B., C.V.O., C.M.G., 14,600 tons, 1,400 h.p., Capt. G. C. Cayley, Weihaiwei.  
Monmouth, armoured cruiser, 9,800 tons, 14 guns, 11,000 h.p., Captain L. E. Power, M.V.O., Weihaiwei.  
Moorhen, river gunboat, 180 tons, 2 guns, 1,400 h.p., Lieut. Comdr. G. P. Leith, West River.  
Newcastle, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain George P. E. Hunt, D.S.O., Weihaiwei.  
Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillier-Edwards, R.N., Yangtze.  
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Lamb, Weihaiwei.  
Robin, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.  
Rosario, depot ship for submarines, 980 tons, 1,400 h.p., Lt. Comdr. N. E. Archdale, Sandpiper, river gunboat, 85 tons, 240 h.p., Lt. Comdr. E. J. J. Southby, West River.  
Sage, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.  
Taku, torpedo boat destroyer, 305 tons, 1,400 h.p., Gunner E. J. Trillo, R.N., Hong Kong.  
Tamar, receiving ship, 4,450 tons, 6 guns, Commodore Byrnes, Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. R. J. Buchanan, Yangtze.  
Thistle, gunboat, 110 tons, 900 h.p., Lieut. Comdr. M. B. Paillie-Hamilton, Hongkong.  
Vivago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Harold D. Adair, Hall, Weihaiwei.  
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Hancock, Singapore.  
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,500 h.p., Lt. Comdr. G. H. Hartford, Weihaiwei.  
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Yangtze.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.  
Submarines:—  
No. 36, Godfrey Herbert, Lieut. Comdr. No. 37, A. L. Fenner, Lieut. Comdr. No. 38, J. A. C. Coddington, Lieut. Comdr.

**AUSTRIAN.**  
Kaiserin Elisabeth, Austrian protected cruiser, 4,000 tons, 10 guns, 11,000 h.p., Northern Waters.  
Pauker, third class cruiser, 1,550 tons, 10 guns, 4,000 h.p., Theodor Skerl, Ed. von Schwidlheim.

**FRENCH.**  
Achilles, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.  
Alger, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fourrier, Hong Kong.  
Alouette, gunboat, 508 tons, 7 guns, 400 h.p., Commander Badin, Saigon.  
Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Andraud, Saigon.  
Baignette, gunboat.  
Cimetière, gunboat, 140 tons, Reserve, Saigon.  
Cronstadt, gunboat, 154 tons, Reserve, Saigon.  
Désirée, gunboat, 650 tons, 10 guns, 900 h.p., Lieut. de Linars, Shanghai.  
Dupleix, armoured cruiser, 7,678 tons, 28 guns, 17,000 h.p.  
Désirée, armoured cruiser, 7,578 tons, 28 guns, 17,000 h.p.  
D'Hervey, gunboat.  
Estac, gunboat, 141 tons, Reserve, Haiphong.  
Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Comdr. Saigon.  
Erpée, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.  
Henri Rivière, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.  
Lyon, sub-marine, 70 tons, 6 h.p., Lieut. Marz, Saigon.  
Montcalm, armoured cruiser, (flagship), 9,867 tons, 38 guns, 19,000 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).

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of the World.

## RUBBER COMPANIES.

SINGAPORE RUBBER COMPANY.

First interim dividend on account of the current year of 1s. 3d. per share, less tax.

**THE STRAITS SETTLEMENTS RUBBER COMPANY.**  
The profits of the Federal Rubber Company for the year ended March 31, 1911, after setting off £500 for depreciation of buildings, machinery, &c., and including the balance brought forward, amounted to £42,181. The directors now recommend a final dividend of 50 per cent, less tax, making 140 per cent for the year. It is proposed to place £1,000 to a reserve fund and to carry forward £41,181. The amount of rubber harvested was 178,560 lb., as compared with 101,448 lb. the previous year, and the average gross price realized was 5s. 11.48d., against 8s. 2.74d. last year. The average yield per tree was 2.69 lb. The cost per lb. of rubber, f.o.b., was 1s. 0.16d. The rubber crop for the current year is estimated at 200,000 lb.

## BORNEO PROPRIETARY ESTATES.

Presiding at the meeting of the Borneo Proprietary Estates on the 21st ult., Mr. J. A. H. Drought said that the general progress made since the reconstruction had exceeded the expectations of the directors, and the prospects of the company were encouraging.

The growth of the rubber was excellent while the samples sent, the job was all that could be desired. Borneo tobacco was now very popular, and the sales of the 1910 crop in Amsterdam to date had realized handsome profits.

There had been labour difficulties in Borneo, but he was thankful to say that they had not been experienced by the company. By the last mail they were informed by their administrator that he had secured plenty of Chinese labour, and in fact he had to refuse further supplies. The chairman mentioned the fact that the company's property had developed so well that the directors had decided to create an issue of £30,000 Six per Cent. Debenture stock, the prospectus of which would be issued in a few days.

## STRAITSHILLS (PERAK) RUBBER.

Mr. A. L. Ingal, presiding at the meeting of the Straithills Rubber Estates on the 21st ult., said that the labour difficulty was their most serious problem, but they had been enabled to obtain an adequate supply from India, and had not consequently suffered like other estates.

The reports from their property had been so satisfactory that the board had decided to depart from their original programme of planting 600 acres the first year, and to plant the greater portion of the estate—say, some 1,700 acres—with as little delay as possible.

With that object in view, they were increasing the nominal capital of the company from £30,000 to £50,000, and the new capital in 2s. shares would shortly be offered for subscription.

## MUSIC BY WIRELESS.

## STRIKING ADVANCE IN NEW SCIENCE.

Mr. P. Thorne Baker, the *Daily Mirror* technical expert, in an interesting paper read before a large audience of scientists at the Royal Institution on "Progress in Wireless Telegraphy," showed some of his own remarkable inventions, particularly his wireless apparatus for use on military aeroplanes.

Referring to the *Daily Mirror* experiments with aeroplane wireless telegraphy, Mr. Baker said it would be of immense advantage if an aeroplane could exchange messages with his command, flying either or receive commands, and a visible method of receiving messages on an aeroplane must, therefore, be selected.

A diagram of an aeroplane receiver which Mr. Baker has designed was shown on the screen. Its main feature is an electric lamp, worked on the Morse code system. Each time a signal is received the lamp lights up—for one second if a dot is signalled and for two seconds if a dash is being sent.

Describing next his portable wireless apparatus for military field work, Mr. Baker said it was designed for placing in a k-spend, and recently he had submitted it to the Army wireless department.

Baron Lepel had actually sent bugle calls or "tunes" by wireless. By employing a number of varying capacities, Baron Lepel could produce the right notes of an octave. These capacities are switched in by a miniature piano keyboard, and bugle calls or musical code tunes can be transmitted.

Referring to the wireless telephone of Mr. A. W. Sherman, Mr. Baker said that some time ago he spoke with this telephone through about one mile of earth at the historic caves at Chislehurst.

On land two miles had been covered. Better results could be obtained in water, and some interesting experiments were being arranged for tests between battleships and submarines.

## FALL OF 5,000 FEET.

One of Germany's most daring aviators, Herr Schendel, and a passenger, an engineer named Voss, were killed at Johnstons' head, Berlin on June 9. The motor plane was 5,000 feet up, and the machine fell like a stone to the ground, and the machine fell like a stone to the ground, and the machine fell like a stone to the ground.

Schendel, who was twenty-four years of age, had gone up with the intention of beating the world's height record. When at half-past eight the firing of a gun announced the end of the day's flying, Schendel was at a height variously given as from 5,000 to 6,500 feet. He apparently tried to descend in a "roll plane," but the aeroplane suddenly tilted and began to drop vertically. The aviator succeeded in righting his machine for a moment, but it again dipped, and, falling vertically, crashed to the earth just beyond Aldershot. A motor-car was immediately despatched, and the bodies of the aviator and his passenger were brought back to the flying ground.

## LEARNING BY PLAYING.

A new movement for amusing children on educational lines will shortly be started in London. A committee, which includes Countess Camilla, Hovos and Lady Markham, proposes to establish small gardens for children whenever a vacant space can be obtained. In these gardens they will play and learn.

A beginning is to be made on a vacant plot in Sutherland Avenue, near the Harrow-road. The children start "work" after school hours under the guidance of Miss Grace Parsons, who has come specially from America as a representative of the International Children's School Farm League.

## ON SALE.

**BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS.** July to December 1910. With Index. Price \$7.50.

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Hongkong, 28th March, 1911.

## STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, July, 6th.

Malayan Companies.	Singapore Prices, June 7.	Dividends.	Far value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Prices, June 7.	Dividends.
Alor-Pongau...	...	...	fy. paid	Malacca Ordinary...	10.9.6	...
Anglo-Johore...	...	...	2/ fy. "	Merlimau...	10.12.6	...
Anglo-Malay...	10/-	100%	10	Merton Syndicate...	...	10% 11
Bakap...	...	...	fy. "	Mount Austin...	4/7 1/2	...
Banteng...	...	...	2/ fy. "	Northamouth Est...	...	...
Batu Caves...	15.0.0	150%	10	North Hammock...	...	25% 10
Batu Kawan...	...	...	2/ fy. "	Padang Jawa...	1.12.0	...
Batu Tiga...	4.10.0	10%	10	Pandan Johore...	...	...
Berembang Selangor...	...	...	2/ fy. "	Pataaling...	3/11	325% 10
Bernam Perak...	...	...	6% 10	Pelopah (Johore)...	...	...
Do. Ordinary...	...	...	fy. "	Pernak...	2.5.0	12 1/2% 1
Bidor...	...	...	13/6	Peneiro Est...	...	...
Blands Selangor...	...	...	17/6	Prye...	...	10% 10
Bukit Cloh...	...	...	19/6	Ratanuf...	...	...
Bukit Kajang...	2.5.0	11 1/2%	10	Rasbia...	7/9	6% 10
Bukit Mertajam...	2/10	...	15/	R. Est. of Krian...	...	...
Bukit Rajah...	11.17.6	80%	10	R. of Johore...	...	...
Bukit Selangor...	...	...	2/ fy. "	Sagga...	28/8	50% 10
Castelfield...	5.16.3	7 1/2%	10	Seahfield...	12.0.0	40% 10
Changkat Salak R. and Tin...	...	...	£1 fy. "	Selangor...	4.12.6	37 1/2% 10
Chersonese...	3.8	...	15/	Selat Rubber...	48/9	...
Chivot...	...	...	fy. "	Sempah...	1.12.6pm	...
Choia Rubber...	...	...	2/ fy. "	Serdang...	4.0.0	30% 10
Cleely Ordinary...	2.0.0	150%	10	Seremban...	...	...
Do. Preferred...	2.10	153 1/2%	10	Seremban...	...	...
Consol. Malay...	16/10	100%	10	Shelford...	3.5.0	30% 10
Damansara...	3.13.5	75%	10	Singapore (N.S.)...	...	...
Dennistown...	...	...	17/6	Singapore (Bertam)...	4/4	12 1/2% 10
Enbb. Selangor...	11/6	30%	10	Strathmore R...	0/4 1/2	7 1/2% 10
Fed. Selangor...	90%	10	15/	Sungai Bahru...	...	...
Gua Kua R. Est...	...	...	12/6	Sungai Kapar...	4.0.0	20% 10
Garing (Malacca)...	...	...	fy. "	Sungai Krut...	11/2	55% 10
Golden Hope...	4.7.8	25%	10	Sungai Liang...	...	...
Golconda...	5.15.0	40%	10	Sungai Malacca...	4.0.0	10% 10
Gula-Kumpang...	...	...	10	Sungai Way...	5.10.0	30% 10
H. and Lowlands...	4.10.0	8 1/2%	10	Tangkah...	...	...
Inch Kenneth...	11.10.0	25%	10	Third Mile...	...	...
Johore Para...	...	...	fy. "	Tremelby...	...	10% 10
Johore R. Lands...	...	...	2/ fy. "	Ud. Sna Betong...	...	...
Jong-Landor...	...	...	2/ fy. "	Val d'Or Est...	...	...
Jugra (Ordinary)...	...	25%	10	Valambrosa...	29/10 1/2	75% 10
Juru Estates...	...	...	...			
K'pong Kuantan...	3.8 pm	15%	10			
Kamuning "A"...	5/0	...	10			
Kanar Para...	6.17.6	65%	10			
Kapas...	...	...	10			
Kapong...	...	...	10			
Killinghall...	...	...	10			
Kinta Kellas...	...	...	10			
Kinnang...	...	...	10			
Klian-Kellas...	...	...	10			
Kota Tinggi...	...	...	10			
Kota Tampan...	...	...	10			
Krubong...	...	...	10			
Kuala Klang...	...	...	10			
Kuala Lumpur...	7.1.3	75%	10			
Kuala Pahi...	...	...	10			
Kuala Selangor...	...	...	10			
Labu...	...	...	10			
Lanadron...	...	...	10			
Ledbury...	4.2.6	12 1/2%	10			
Lendu...	3.5.0	10%	10			
Lingit...	1.16.0pm	...	10			
Liong...	...	...	10			
Liong Asiatic...	42/-	150%	10			
Lumut Est...	...	...	10			
Madingley Est...	...	...	10			
Malacca 1 1/2% Cum. Partici-	...	...	10			
pating Pref...	10/10 1/2	10	2/ fy. "			

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Tientsin	Chinkiang	Whampoa	Yokohama	Manila	Sarawak	Batavia	Singapore
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The CHRONICLE covers the notable events of the last half century in the Far East, together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including:

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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI...	DELHI	13 A.M. 20th July	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 22nd July	See Special of Call.
SHANGHAI, MOJI, KOBE, SOCOTRA and YOKOHAMA...	Capt. G. W. Cockman, R.N.R.	About 27th July	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. F. E. Andrews, R.N.R.	About 26th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, SARDINIA and YOKOHAMA...	Capt. C. D. Goldsmith, R.N.R.	About 10th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 17th July, 1911.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SUNGKIANG"	On 18th July 9 A.M.
AMOI, NINGPO and SHANGHAI	"LUCHOW"	On 18th July, 4 P.M.
SWATOW, TSINGTAU, WEIHAI, WEI, CHEFOO and TIENTSIN.	"KUEICHO"	On 18th July, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 18th July, 4 P.M.
SHANGHAI	"ANHUI"	On 22nd July, 4 P.M.
MANILA, CEBU and ILOILO	"CHENAN"	On 25th July, 4 P.M.
SHANGHAI	"LINAN"	On 27th July, 4 P.M.

## DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE,

Hongkong, 18th July, 1911.

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# HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE and YOKOHAMA:		
S.S. AMERICA	...	28th July
S.S. ALESTIA	...	9th Aug.
S.S. RUEHNEFELS	...	25th Aug.
S.S. SUEVIA	...	6th Sept.
S.S. SACHSEN	...	20th Sept.
S.S. BAYERN	...	6th Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 18th July, 1911.

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# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Thursday, 20th July, Noon.
SHANGHAI, CHEFOO and NEWCHANG	"WINGSANG"	Friday, 21st July, Noon.
TIENTSIN, SWATOW, TSINGTAU, WEIHAIWEI and CHEFOO	"CHEONGSHING"	Saturday, 22nd July, Noon.
SINGAPORE, PENANG and CALCUTTA	"KUNSAUNG"	Saturday, 22nd July, Noon.
MANILA	"YUENSANG"	Saturday, 22nd July, 2 P.M.
MANILA	"LOONGSANG"	Saturday, 29th July, 2 P.M.
SHANGHAI, KOBE and MOJI	"FOOKSANG"	Tuesday, 8th Aug., Noon.

## RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUNSAUNG", "YUENSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (about 15th) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., LTD.,

Hongkong, 18th July, 1911.

GENERAL MANAGERS. [15]

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent cuisine.

## FOR SWATOW, AMOI AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 18th July, at 1 P.M.
"DAYONG"	Capt. W. C. Passmore	SATURDAY, 22nd July, at 5 P.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 25th July, at 1 P.M.

\* The s.s. "Haiching" will not call at Swatow.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... THURSDAY, 27th July, at 1 P.M.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and depart from the Company's Wharf (near Blue Pier). For Freight and Passage, apply to—

DOUGLAS, LAURIE &amp; Co.,

GENERAL MANAGERS.

Hongkong, 18th July, 1911.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TENYO MARU	21,000	E. Bent	FRIDAY, July 23rd, Noon
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon
CHIYO MARU	21,000	W. W. Green	FRIDAY, Sept. 14th, Noon

† Triple Screws, turbine engines.

\* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st July, at Noon.

## SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon
HONGKONG MARU	11,000	H. Hinekuma	WEDNESDAY, Dec. 13th, Noon

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

## FARES FROM HONGKONG,

TO	FARE
SAN FRANCISCO	£ 45-0-0, Single
NEW YORK	£ 60-0-0, "
LONDON	£ 71-0-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, "
SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—Officials of any European Naval, Military, Diplomatic, TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call. TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

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# OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

The only direct train service without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 9th Aug. at 11 A.M.
	"SEATTLE MARU"	6,182	WEDNESDAY, 6th Sept., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW VIA SWATOW and AMOI	"CHOSHUN MARU"	WEDNESDAY, 19th July, at 10 A.M.
TAMSIU VIA SWATOW and AMOI	"DAIJIN MARU"	SUNDAY, 23rd July, at 10 A.M.
ANPING VIA SWATOW and AMOI	"SOSHU MARU"	WEDNESDAY, 26th July, at 10 A.M.

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of:—

1ST CLASS \$15.50

2ND CLASS \$20.90.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,

[772]

## "The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PIONIC

A SMALL CASK OF

O. B.  
BEER.

Fresh from the Brewery.

"Just Try It"

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MIYASAKI MARU Capt. T. Mural	9,000	WEDNESDAY, 19th July, at Daylight
	KITANO MARU Capt. F. E. Cope	9,000	WEDNESDAY, 2nd Aug. at Daylight
	IYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 16th Aug. at Daylight
	SADO MARU Capt. J. Richards	7,000	WEDNESDAY, 12th Aug. from Kobe
VICTORIA, B.C. & SEATTLE	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 18th July, at 4 P.M.
	AWA MARU Capt. Izawa	7,000	TUESDAY, 15th Aug. at 4 P.M.
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 4th Aug. at Noon
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon
SHANGHAI, MOJI, and KOBE	TOSA MARU Capt. Tozawa	6,000	WEDNESDAY, 19th July
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	9,000	THURSDAY, 20th July, at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU Capt. S. J. G. Parsons	7,000	TUESDAY, 25th July
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	TUESDAY, 1st Aug. at Noon

† Calling at Djibouti.  
§ Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. ‡ Cargo only.

## CHEAPEST SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

## SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

T. KUSUMOTO, MANAGER.

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## U.S. MAIL LINE.

## PACIFIC MAIL S.S. CO.

## SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAKU, the most Fertile and Beautiful Island of the PACIFIC.

## PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
KOREA	13,000	FRIDAY, 11th Aug. at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug. at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept. at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept. at 1 P.M.
KOREA	18,000	SATURDAY, 23rd Oct. at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov. at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov. at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec. at 1 P.M.

\* Twin Screws.  
All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

## SPECIAL RATES (First Class Only) Granted upon Application.

To European Points:—Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan. To United States Points:—Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points:—Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

## INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 4th Aug., at 1 P.M.

CHINA ..... 10,200 Tons ..... FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.

On the Five MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports \$43.

via New York " " \$45.

HONGKONG TO SAN FRANCISCO

Through Bills of Lading issued to Japan, North, Central and South American Ports

For further information as to Passage and Freight, apply to the Agency of the Companies

King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

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## STEAMERS PASSED THE CANAL.

June 6th—Cardiganhire, Liberia, Nippon,

Ville de la Ciotat, 9th—Indraamah, Kanagawa

Maru, Prometheus, 15th—Baron, Telamon, Wray

Castle, 20th—Steuin, Suez, 21st—Ambr,

Persus, Baron

Castell, 27th—Ambr, Aslyomas, Carmar-

theshire, Hiron Mar, Meinam, Nedar, 30th

—Hiron, Pelus, Socotra, July 4th—Benda-

ran, Glenhurst, Sumatra, 7th—Salem, Tou-

rane, Afghan, 11th—Himalaya, Hyson, Moyun,

Opaek, Tanga Maru, Ala-ia, Voraer, Aro-

dica, Atrous, 14th—Bromar, Kintuck, Mo-

mouthshire, Myrionid, Peshawar, Sardinia.

ARRIVALS AT HOME.

July 14th—Derfflinger, Flinthire, Kaga



